

~~The~~ The publication of this issue commenced
at 6:30 p.m.

PASSED SUEZ CANAL

The publication of this issue commenced at 6.30 p.m.

The China Mail.

HONGKONG, THURSDAY, OCTOBER 17, 1895.

A FEW days ago we published an editorial note from the *London and China Express* in which serious allegations were made against European officers and captains on the China coast. The charges of immorality have been taken up by other newspapers in England, and it is evident that the crusade is about to be inaugurated with a view to checking the evils that are said to exist. The *Liverpool Shipping Telegraph* deals with the subject editorially, quoting the identical paragraph from the *London and C. Express*, and remarking that a private explanatory letter had been received dealing with the same subject. When we are called upon to help the mercantile marine in purging it from amongst them abuses practised by a small fraction of this honourable profession, we cannot turn a deaf ear to such demands," says the *Shipping Telegraph*, "but must reluctantly call attention to a grave question which has arisen." After giving the quotation, our contemporary goes on to say:— "For some time past

course, impossible to deal with such nebulous grievance. The last Chin mail, however, has brought details which are held to confirm the rumour at least in part. It has been felt

being of the mercantile marine (but a small allusion to the subject would be quite sufficient to put a stop to the inquiries). At present the evils complained of are confined within narrow limits. While we do not think for a moment that the moral disease would ever spread to any extent amongst the healthy-minded sailors of the British mercantile marine officer, in spite of the well-known tendency of corruption to spread, it must be remembered that even if only one individual fall a victim to the pernicious example that it would be sufficient to call for grave consideration and drastic remedy. We are glad to think that at present the evil is on the beginning, and may be nipped in the bud by the fact being realized that the evil deeds were not hidden. Still the evil is sufficiently great to call for notice, and we must remember that it weeds grow apace. We trust therefore

proxious subject that we may be enabled to check at the outset what might otherwise become a matter requiring strenuous efforts to uproot. It is impossible to ignore these marks in our contemporaries: without seeking to defend the officers of the Mercantile Marine from charges made against them, we should say these allegations ought never have been made without sufficient proof and if there is proof to establish allegations of gross immorality, proper authorities to submit evidence to are not the readers of miscellaneous journals in England, who are ignorant of local conditions and liable to form erroneous impressions from velle references to the conduct of English officers, but to the proper authorities of Hongkong or the British Consuls at the Treaty Ports. We do not care immorality. But what we do care is the treatment of this subject in general way. If the writers of letters to the *London and China Express* and the *Liverpool Shipping Telegraph*, have reasonable grounds for making their allegations, let them submit the specific charges to the proper legal authorities and have the matter sifted on the spot. We agree with our contemporaries that such

gery on board their vessels if they brought to their knowledge, but no penalty will accrue to the publication of verifications in newspapers thousands of miles away. We differ from the general people who write: "At present, the names of the ships concerned are withheld, in hope that a general intimation will suffice to recall their captains to a sense of duty." We would appeal to officers to a sense of the duty which they owe to themselves, to their families, to their honourable profession, to their country's flag, and to their Christian faith, without subjecting them to the personal pain, and loss which will follow further publicity." They have already placed a stigma on "Chinese coasting steamers," and for the sake of the innocent no generalising allegation of "open profligacy" should have been made in the Press. At the risk of being charged with inconsistency, we give further publicity to what will, we trust, secure that it is due to innocent that specific charges should be investigated.

—

"CAN the British army march?" is the question suggested by the recent rather startling accounts of the march of the 4th and 5th Divisions to the New Forest. The *Standard* and *Newcastle* are of opinion that the main object is of training. Crisp

to keep themselves in practice. The significance of this is that the men of the 1st Battalion, Middlesex (Post Office) Y-Team marched from their camp at Jubbals to Bisleigh, did their ball-firing practice from the 1,000 yards range to the 200 yards range, and then marched back to camp a total distance of 10 miles. It is not without cause that the men suffering from frost-bite were taken to hospital. The men were Volunteers, called for a week's training, yet their record most creditable one. The explanation is that they were better-carriers, good on their feet and consequently in good condition. The kit, however, is admitted, not less important. That the kit is a comfortable one, and that it is to be a useful and serviceable kit, it is held to be above the fact that when other teams repeated some of the same conditions, they were not so well equipped. The London News was fresh and fit. Our military correspondence is of opinion that the question of boots and equipments are pressing and ought to be fully considered at a special conference. The London News admitted that the military boots provided are hard and heavy, says London Daily News of Sept. 1.

Chinese, for there are equally violent feelings against foreign machinery, and raw things, opium, kerosene, cotton, and every thing else. But in none of the other phases do women and children occur; and so the Chinese have nobody on whom to display their bravery. In 1893 the Fuxian authorities instigated a crowd against kerosene simply because its superiority over native peanut oil was injurious to native interests, and therefore to the official's pockets. The proclamations then put forth were exact on a par with the proclamations now published against Christianity—simply official protests against everything foreign, backed up by any lying argument that could be manufactured.

W. ROBERTSON and Co. are Special Agents for all the leading English and Continental **Planiflorite Manufacturers.**

Mails.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship KATSURU-MARU,
Capt. F. H. SEYMOUR, carrying Her
Majesty's Mail, will be despatched from
this for BOMBAY, on THURSDAY, the
24th October, at Noon, taking Passengers
and Cargo for the above Ports. (This
Steamer connects at Bombay with the S.S.
SHANNON, which Vessel takes on her
Cargo for LONDON, via SUEZ CANAL,
leaving that port on the 10th NOVEM-
BER, 1895.)

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
ALF. WOOLLEY,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 10, 1895. 1895

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA ISLAND SEA OF JAPAN.

THE attention of Passengers is directed
to the very cheap rates offered by this
Line to the Pacific Coast and to the In-
terior and Eastern Cities of the UNITED
STATES AND CANADA and to Europe.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First class
Table. Doctors and Stewards carried.

HONGKONG TO NEW YORK, \$350.
The Railroad travelling is second to none
on the American Continent. Magnificent
Society of the Rocky and Cascade Moun-
tains. The Yellowstone National Park
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
LINES.

HONGKONG TO TACOMA, \$225.
Rates of Passage to other Ports on ap-
plication.
Special rates allowed to members of Ge-
vernment & others.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Tacoma	2,549	Tuesday	Oct. 24
Strathmore	3,574	Tuesday	Nov. 13
Victoria	3,167	Tuesday	Dec. 10
Hankow	3,594	Tuesday	Dec. 21
Tacoma	2,549	Tuesday	Jan. 21
Victoria	3,167	Tuesday	Feb. 11

* No Passengers carried by this sailing.

THE Steamship TACOMA, Captain R.
CRAWFORD, sailing at Noon, on
TUESDAY, the 20th October, will pro-
ceed to VICTORIA, B.C., and TACOMA,
via SHANGHAI, INLAND SEA, KOREA
and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
steamer to the care of The Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the day
previous to sailing.

For further information as to Passage and
Freight, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, October 9, 1895. 1895

NOTICE.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX.

2250

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 30th October,
1895, Noon, the Company's S.S.
OCEANIC, Commanded SCHULTZ,
with MALES, PASSENGERS, FREIGHT,
and CARGO, will leave this Port for the
above places.

Cargo and Special will be registered for
London as well as for Marseilles, and as-
signed in transit through Marseilles for the
principal ports of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. Special and Freight until 5 p.m. on
the 20th October, 1895. (Parcels may not
be sent on board; they must be left at
the Agency's Office.)

For further particulars, apply at the
Company's Office.

G. TOURNAIRE,
Acting Agent.

Hongkong, October 10, 1895. 1895

WASHING BOOKS.

(In English and Chinese.)

WASHING BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office—Price, 4d each.
CHINA MAIL OFFICE.

Mails.

U. S. Mail Line.

**PACIFIC MAIL STEAMSHIP
COMPANY.**

VIA ISLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro	(via Nagasaki)	SATURDAY, Oct. 26	at noon.
City of Peking	(via Nagasaki, Kobe, Yokohama, and Honolulu)	SATURDAY, Nov. 16	at noon.
China	(via Nagasaki, Kobe, Inland Sea, and Yokohama)	TUESDAY, Nov. 26	at noon.

THE U. S. Mail Steamship CITY OF
RIO DE JANEIRO will be de-
parted for SAN FRANCISCO, via
NAGASAKI, KORE, INLAND SEA and
YOKOHAMA, on SATURDAY, the
26th October, at Noon, taking Passengers
and Freight for Japan, the United States,
and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.

Through Bills of Lading issued to Europe,
England, France, and Germany by
trans-Atlantic lines of Steamers, and to the
principal cities of the United States or
Canada. Rates may be obtained on applica-
tion.

Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS, also the CANA-
DIAN PACIFIC RAILWAY on payment
of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVER-
LAND CITIES in the United States have,
between San Francisco and Chicago, the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE and other
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted
to Missionaries, members of the Navy,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japa-
nese Ports, to San Francisco, to Atlantic
and Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcels
must be sent to our Office (with address
marked in full) by 5 p.m., on the day
previous to sailing.

Consular Invoices to accompany Cargo
intended to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage and
Freight, apply to the Agency of the
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, October 8, 1895. 1895

Shipping.

Steamers.

**THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP
LINE.**

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.
(SUBJECT TO ALTERATION.)

Month	Day	Time
October	10th	Oct.
November	10th	Nov.

TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

The Steamship
Mount Lebanon
will be despatched hence
FOR PORTLAND, ORE.
ON, via KORE and YOKOHAMA, on
the 19th October.

Consular Invoice of Goods for United
States Ports should be in quadruplicate;
and one copy must be sent forward by the
steamer to the care of The Freight Agent,
Oregon Railway and Navigation Co., Portland, Oregon.

Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the day
previous to sailing.

For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, October 11, 1895. 1895

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship
Chelydra,
Capt. R. Cass, will be
despatched as above on
TUESDAY, the 22nd Instant, at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 10, 1895. 1895

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Dardanus,
Capt. Greaves, will be
despatched as above on
TUESDAY, the 22nd Instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 10, 1895. 1895

FOR DELAGO BAY AND NATAL.

(Taking Cargo at through rates for
EAST LONDON, PORT ELIZABETH
and CAPE TOWN.)

The Steamship
Ymeria,
Capt. Weston, will leave
for the above Ports about
the 10th November.

For Freight, apply to
GILMAN & Co.,
Agents.

Hongkong, October 11, 1895. 1895

Shipping.

Steamers.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR AMOY AND TAMSUI.

The Steamship
Continental,
Capt. SCHULTZ, will be
despatched for the above
Ports on SATURDAY, the 19th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, October 16, 1895. 1932

**THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.**

FOR MANILA VIA AMOY.

The Co.'s Steamship
Pinar,
Capt. TAYLOR, will be
despatched for the above
Ports on SATURDAY, the 19th Instant, at
5 p.m.

This Steamer has Superior Accommoda-
tion for Passengers, and is fitted with the
Electric Light.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

Hongkong, October 16, 1895. 1934

SHANGHAI RACES.

NOTICE.

STEAM TO SHANGHAI.

The Norddeutscher Lloyd
Co.'s Steamship
Prinz Heinrich,
Capt. W. SCHMIDT,
will leave for the above place on or about
the 25th Instant.

For Freight or Passage, apply to
MELCHERS & Co.,
Agents.

Hongkong, October 9, 1895. 1892

Sailing Vessels.

FOR NEW YORK.

The + 100 A.I. British Barque
Engelhorn,
Capt. R. SUMMERS, shortly
expected, will load here for the
above Port, and will have quick despatch.

For Freight, apply to
SIEMSEN & Co.

Hongkong, September 6, 1895. 1661

FOR NEW YORK.

The 3/3 L.L. American Ship
P.L. Blanchard,
Blanchard, Master, is now
loading for the above Port, and will
have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.

Hongkong, Sept. 5, 1895. 1399

FOR NEW YORK.

The 3/3 L.L. American Ship
Wandering Jew,
Capt. NICHOLS, shortly expect-
ed, will load here for the
above Port, and will have quick des-
patch.

For Freight, apply to
SIEMSEN & Co.

Hongkong, September 6, 1895. 1600

FOR NEW YORK.

The 100 A.I. British 4 masted
Barque
Maffershorn,
JOHN WILLIAMS, Master, is now
loading here for the above Port, and will
have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.

Hongkong, October 8, 1895. 1870

FOR SALE.

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by
the Undersigned.

MITSUBI-BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, January 2, 1894. 1

FOR SALE.

Messrs. Kelly & Walsh's List

includes the following Works by Dr.
ETHEL:
EUROPE IN CHINA: The History of
the East. Hongkong, 1893. 40.50.
HANDBOOK OF BUDDHISM: A
Sanskrit-Chinese Dictionary. Second
Edition. Hongkong, 1888. 22.50.
THREE LECTURES ON BUDDHISM.
Third Edition. Hongkong, 1894. 21.50.
FENSHU: Rudiments of Chinese
Natural Science. Hongkong, 1873.
21.00.

CHINESE DICTIONARY in the CAN-
TON DIALECT. Four Volumes, with
Appendix. Hongkong, 1877. 10.00.
Hant. 8.15.
CHINESE SCHOOLBOOKS. Translated.
I. The First Lesson. II. The
Thousand Words. 25.50 per set.
Hongkong, August 9, 1895. 1467

SAILOR'S HOME.

ANY Cast-off Clothing, Boots, or
Furniture will be thankfully received
at the SAILOR'S HOME, West Point.
Address: Care of Superintendent.

449

Notices to Consignees.

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND
STRAITS.

THE Steamship Glenary having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
their Goods are being landed at their risk
into the Godowns of the HONGKONG AND
KOWLOON WHARF AND GODOWN CO., LTD.,
at Kowloon, whence delivery may be ob-
tained.

Cargo remaining undelivered after the
21st Instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all
Claims for damages and/or shortages not
later than the 25th Instant, otherwise they
will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, October 14, 1895. 1915

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's S.S. Chelydra having
arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods will be delivered from
alongside.

Cargo impeding the discharge or remain-
ing on board after To-morrow, 4 p.m.,
will be landed at Consignees' risk and
expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 14, 1895. 1914

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. Agate Captain L. MAISEN,
having arrived from the above Ports,
Consignees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature by the Undersigned, and to take
immediate delivery of their Goods from
alongside.

Option of Cargo will be forwarded unless
notice to the contrary be given before
4 p.m. To-day.

Any Cargo impeding her discharge will
be landed into the Godowns of the HONG-
KONG & KOWLOON WHARF & GODOWN CO., LTD.,
and stored at Consignees' risk and expense.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 18th Inst.
will be subject to rent.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be exhibited on the 18th Inst., at 3 p.m.
No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.

Hongkong, October 11, 1895. 1895

OCCIDENTAL & ORIENTAL STEAM-
SHIP COMPANY.

GENERAL AVERAGE S.S. BELGIC.

A PORTION of this Vessel's Cargo hav-
ing arrived, it has been laid in to
the Company's Godowns at Wharfedale, and
Consignees are hereby notified to take im-
mediate delivery.

A General Average Bond must be signed
and a deposit of fifty per cent. (50%) made
on the ARRIVED VALUE of the Cargo
previous to counter-signature of Bills of
Lading.

The Average Bond is lying at the Com-
pany's Office for signature.

J. S. VAN BUREN,
Agent.

Hongkong, October 12, 1895. 1011

Insurances.

TYPHOON INSURANCE.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MOST-
RESPECTABLE, and others interested in
Houses Property are informed that THE
COMMERCIAL UNION ASSUR-
ANCE COMPANY, LIMITED,
Are prepared to accept risks against LOSS
or DAMAGE by TYPHOONS, at Moderate
Rates.

For Particulars apply to
WILLIAM MACBRYAN,
Local Manager, HONGKONG BRANCH,
Consulate House,
Queen's Road Central.

Hongkong, July 1, 1895. 1212

GENERAL NOTICE.

THE CHAI MARINE INSURANCE
COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to
accept MARINE RISKS at Current
Rates on Goods. Policies granted to all
parts of the world payable at any of its
AGENCIES.

CHAN HE-WAN,
Secretary.

HQD OFFICE:
No. 42 BOMAN STRAND WEST.

Hongkong, August 22, 1895. 1561

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS & 31st DECEMBER, 1894,
£11,410,218 2s 2d.

Authorized Capital.....£3,000,000.00
Subscribed Capital.....£2,700,000.00
Paid up Capital.....£2,087,500.00
Reserve Fund.....£240,918.73
Revenue Fire Branch.....£1,546,856.13

H